

HAER
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ILLINOIS TRACTION SYSTEM,
MINOOKA PASSENGER STATION
(Chicago, Ottawa, and Peoria Interurban Railroad,
Minooka Passenger Station)
I&M Canal National Heritage Corridor
Minooka
Grundy County
Illinois

HAER No. IL-84

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
P.O. Box 37127
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HISTORIC AMERICAN ENGINEERING RECORD

ILLINOIS TRACTION SYSTEM, MINOOKA PASSENGER STATION
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Location: Minooka, Grundy County, Illinois

UTM: 16 E.394530 N.4589750
Quad: Minooka

Date of Construction: ca. 1916

Builder: Illinois Traction System

Present Owner: Unknown

Present Use: Industrial

Significance: The Minooka Passenger Station is one of three surviving examples of the standard design used by the Illinois Traction system for its interurban service.

Project Information: The Illinois and Michigan Canal was designated a National Heritage Corridor in 1984. The following year HABS/HAER embarked on an extensive inventory and documentation project of the 100 mile-long corridor. Field work for this project was concluded in 1988. Final editing of the documentation was completed in 1992.

Historians: Timothy Whittaker and David Kelliher, 1986.

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Construction of the Illinois Traction System's electrified rail line from Ottawa to Spring Valley, Illinois, began about 1902. By 1909 the interurban reached eastward from Ottawa to Morris, a distance of nearly 30 miles. Interurban service to Chicago was established three years later when the line was extended to Joliet through Minooka and Rockdale. Like other passenger stations of the Illinois Traction System, the one in Minooka was built according to a standard design. The Minooka passenger station also included a two-story section that contained a substation. Presently, only the Morris, Minooka, and Rockdale interurban stations remain standing. The Minooka Station has been occupied since the late 1950s by a light industrial firm.

This brick building has a concrete foundation and measures 73' x 23'. It contains brick load-bearing walls--rock-faced brick up to window-sill level, smooth-faced brick above window-sill level. A projecting bay at the north facade contains three windows. The low-pitched, hipped roof is covered with clay tile. Roof is supported by steel truss that spans about 23'. The roof also has decorative ridge tiles, overhanging eaves, decorative brackets and cast iron molded gutters. The central tower has a hipped roof covered with tile. The east and west walls contain six circular openings originally for receiving cables of the transmission line. This station was one of many substations in which electric power was converted from 33,000 volts to 600 volts for use on the traction system. Recent additions on north side of building include a concrete-block structure. The "Minooka" station sign on south side of building is now obscured by a "Dresden Machine Co." sign.

SOURCES:

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